



City of Seattle

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Gregory J. Nickels, Mayor

**Department of Design, Construction and Land Use**

D.M. Sugimura, Director

**CITY OF SEATTLE  
ANALYSIS AND DECISION OF THE DIRECTOR OF  
THE DEPARTMENT OF DESIGN, CONSTRUCTION AND LAND USE**

**Application Number:** 2201762

**Applicant Name:** Richard Loo for Seattle Pacific University

**Address of Proposal:** 20 W Dravus St.

**SUMMARY OF PROPOSED ACTION**

Master Use Permit to establish use for future construction of a 4-story, 24-unit apartment building. Project includes parking for nineteen (19) vehicles within the structure and surface parking of four (4) vehicles. Existing structures to be demolished.

The following approval is required:

SEPA - Environmental Determination, Chapter 25.05, Seattle Municipal Code.

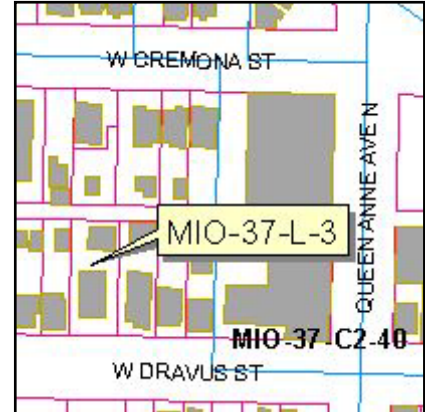
**SEPA DETERMINATION:** ☐ Exempt ☐ DNS ☐ MDNS ☐ EIS

☒ DNS with conditions

☐ DNS involving non-exempt grading or demolition or  
involving another agency with jurisdiction

## **BACKGROUND INFORMATION:**

This proposal involves the development of a site located on the north slope of Seattle's Queen Anne hill on the campus of Seattle Pacific University (near the southeast corner of the campus). The 10,800 sq.ft. mid-block site is located on the north-side of W. Dravus St. between 3<sup>rd</sup> Ave. W. and Queen Anne Ave. N. The proposed action would involve redeveloping the site to provide student housing in a 23,380 sq.ft<sup>1</sup>, 4-story structure containing; 24 dwelling units (78 beds) with 23 on-site parking spaces (19 spaces within the structure and 4 surface parking spaces). Access to parking would be from the existing alley. The site presently contains a single family dwelling, a multi-family dwelling and two detached garages. All existing structures would be removed. Site demolition and construction of the proposed project is planned for the summer of 2003, with occupancy planned for the summer of 2004.



### Vicinity

Land uses north of the site are generally single family and multi-family dwellings, with surface parking and small retail business at the west-end of the block. South of the site, the pattern of land uses includes single family and multi-family dwellings. In the vicinity of the campus, several privately-owned multi-family structures have recently been built east of Queen Anne Ave. N. The general area surrounding the university contains land uses and businesses that support the university population, as well as surrounding non-university residents.

### Public Comments

No comments were received during the Master Use Permit comment period that ended on October 30, 2002. On October 31, 2002 one comment was received from a representative of Concerned Neighbors of SPU – requesting information on the anticipated vehicle routes for student residents leaving the site and traveling to Aurora Avenue or Queen Anne Hill<sup>2</sup>. On January 30, 2003 an EIS Addendum was issued to provide information concerning site-specific development that is proposed as the *Cremona / Dravus Student Housing Project*. On January 30<sup>th</sup>, February 6<sup>th</sup>, and March 10<sup>th</sup>; Notice of Availability of an Environmental Impact Statement Addendum was given according to SMC 25.05.625; written comments for the addendum were

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<sup>1</sup> The square footage listed is an approximation; the final approved plans will determine the actual square footage.

<sup>2</sup> See Trip Distribution and Assignment, “*Addendum to the Final Environment Impact Statement*” for the *Seattle Pacific University Major Institution Master Plan concerning the Cremona / Dravus Student Housing Project*, January 2003, pp. 33 & 34.

accepted until March 24, 2003. Four comment letters were received between March 5<sup>th</sup> and March 21<sup>st</sup>, from a representative of Concerned Neighbors of SPU – on the adequacy of the addendum to address “cut-through” traffic. For details of these letters please refer to MUP files 2201759 or 2201762.

### **ANALYSIS - SEPA**

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant, dated August 23, 2002. The information in the checklist and an addendum, issued on January 30, 2003, to the Draft and Final EISs that were prepared for the *Seattle Pacific University Master Plan* (MIMP) and supplemental information submitted by the applicant and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665 D) clarifies the relationship between codes, policies and environmental review. Specific policies for each element of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states, in part: "Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation," subject to some limitations. Under such limitations/circumstances (SMC 25.05.665 D1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

#### **Short-Term Construction Related Impacts**

The proposed project will require demolition of existing structures on the site, site preparation, excavation for building foundations and the associated parking garage, and delivery of building materials to the project site. As development proceeds, noise associated with these activities could adversely affect the surrounding residential uses in the adjoining residential areas. Due to the proximity of these residential uses, the limitations of the Noise Ordinance are found to be inadequate to mitigate the potential noise impacts. Pursuant to the SEPA Overview Policy (SMC.25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675 B), further mitigation is warranted. Therefore, the hours of construction activity shall be limited to non-holiday weekdays between the hours of 7:30 a.m. and 6:00 p.m. This condition may be modified by DCLU to allow work of an emergency nature or allow low noise interior work after the exterior of the structure is enclosed. This condition may also be modified to permit low exterior noise construction activity on Saturday between 9:00 a.m. and 4:00 p.m. (e.g. installation of landscaping) with prior approval by DCLU.

#### **Truck Trips and Construction Staging**

Impacts associated with truck trips to and from the site and construction staging area are dependent upon the location of the construction staging area. Specific details are not available until after a contractor has been selected for the project and a specific deposit site has been

identified for demolition/construction debris and excavated soils. As noted in *Section 1* of the EIS Addendum, the contractor and the University will identify the proposed construction staging area as part of the building permit process and submit to DCLU a Construction Transportation and Pedestrian Plan. Truck haul routes<sup>3</sup> will be developed by the contractor and the University, to be reviewed and approved by DCLU and Seattle Department of Transportation (SDOT).

### Construction Parking

Construction of this proposal may adversely affect normal daytime parking or traffic in the vicinity of the project. It is the City's policy to minimize temporary adverse impacts associated with construction activities. In order to minimize potential adverse impacts, construction workers are required to park on University owned or leased parking spaces within 800' of the site or to be provided with transit fares to and from the site. The authority to impose this condition is found in Section 25.05.675B.2.g. of the Seattle SEPA ordinance.

### Air Quality

The Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality and no further mitigation pursuant to SEPA policies is warranted.

### Street and Sidewalks

The proposed on-site excavation is controlled by an excavation permit. The Street Use Ordinance includes regulations which mitigate dust, mud, and circulation. Any temporary closure of the sidewalk and/or traffic lane(s) is controlled with a street use permit through SDOT. It is the City's policy to minimize or prevent adverse traffic impacts which would undermine the stability, safety, and/or character of a neighborhood or surrounding areas (25.05.675 R).

In this case, adequate mitigation is provided by the Street Use Ordinance, which regulates and provides for accommodating pedestrian access. Therefore, additional mitigation under SEPA is not warranted.

### Long - Term Impacts

Potential long-term or use impacts anticipated by the proposal include: increased bulk on the site; increased ambient noise associated with increased human activity and vehicular movement; minor increase in light and glare from exterior lighting, light from windows and from vehicle traffic (headlights); increased traffic and parking demand by residents and visitors; increased airborne emissions resulting from additional traffic; increased demand on public services and utilities; and increased energy consumption. These long-term impacts are not considered significant, but some warrant further discussion.

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<sup>3</sup> With hours of activity noted.

### Light and Glare

The proposed project will have exterior lighting which could affect nearby residents. However, the Land Use Code requirement for shielding and reorienting exterior lighting to minimize impacts on surrounding properties is sufficient mitigation of this impact (SMC 23.45.045). No further mitigation under SEPA is warranted.

### Height, Bulk and Scale

The SEPA Policy of SMC 25.05.675 G states that it is the City's policy that "the height, bulk and scale of development projects should be reasonably compatible with the general character of development anticipated by the goals and policies set forth in Section C of the land use element of the Seattle's Comprehensive Plan." SMC 23.69.020 and "*Seattle Pacific University Major Institutional Master Plan*," set the Development Standards for institutional uses and structures which are or may be permitted within the Major Institutional Overlay District. Maximum structure heights for structures containing Major Institution uses may be allowed up to the limits established pursuant to Section 23.69.004 through the adoption of a master plan for the Major Institution.

MIO-37 is the governing overlay zone for the site. The height limit is thirty-seven (37) feet, with a height bonus of ten (10) feet above the MIO height limit provided for pitched roofs sloping three to twelve (3:12) or greater. Stairs and elevator penthouses, mechanical equipment, chimneys, exhausts flues and vents may extend ten (10) feet above the maximum height limit<sup>4</sup>. The height of the proposed 4-story structure is thirty-seven (37) feet to the roof plate, forty-seven (47) feet to the highest roof ridge, with a minimum slope of 3:12. Notwithstanding the proposal's greater height than some existing buildings within the immediate vicinity, it is consistent with the level of development anticipated and creates no adverse height, bulk and scale impact that would warrant mitigation.

### Parking

For major institutions, parking requirements are based on campus-wide demand. Table 7 shows the campus-wide parking requirement calculations per Seattle's Land Use Code, taking in consideration this proposed project<sup>5</sup>. The campus supply of 1,266 spaces, with new parking for the proposed housing, is within the minimum and maximum range for required parking, per City of Seattle requirements and the adopted MIMP standards.

The survey and analysis conducted for the MIMP, on vehicle parking demand for student's residing in apartments indicated a peak parking rate demand of 0.45 vehicles per student. The Cremona / Dravus Student Housing Project will provide 45 on-site parking spaces for the 156 students that will be housed in the apartments. During the peak parking demand, the spillover parking is estimated to be approximately 25 spaces. These vehicles will be accommodated in SPU parking lots west of the project.

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<sup>4</sup> "*Seattle Pacific University Major Institutional Master Plan*," Aug. 2000, Sec IV, C.2.c. Height Exceptions, p. 40.

<sup>5</sup> "*Addendum to the Final Environmental Impact Statement*," January 2003, p. 36.

### Parking Provided per Project Site

Project site	Students housed	Peak Parking Rate	On-site parking	Off-site parking <sup>6</sup>
Cremona	78	0.45	22	13
Dravus	78	0.45	23	12

City SEPA Policies on parking (SMC 25.05.675 M) state that parking policies designed to mitigate most parking impacts and to accommodate most of the cumulative effects of future projects on parking are included in the City's land use policies and implemented through the City's Land Use Code. Further, SMC 23.54.016 Major Institutions- Parking and transportation; Parking Quantity Required for Educational Institutions shall be as follows: 1. Long-term parking – equal to fifteen (15) percent of the maximum students present at peak hour, excluding resident students; plus thirty (30) percent of employees present at peak hour; plus twenty-five (25) percent of the resident unmarried students; plus one (1) space for each married student apartment unit.

Based on the above information, the campus supply and new parking for the proposed housing, is within the minimum and maximum ranges, per City of Seattle requirements and the adopted MIMP standards. Therefore, no conditioning for this issue is warranted.

### Traffic

Public comments received expressed concern over increased traffic and adverse impacts on street capacity. The scope of the EIS addendum was coordinated with DCLU and primarily focused on the evaluation of the existing traffic and on- and off-street parking conditions; future traffic and on- and off-street parking conditions without the project (the *No Action Alternative*) and with the proposed project<sup>7</sup>.

From the analysis provided and consultation with DCLU's Transportation Planner there is no indication that the volume of traffic and parking demand from this project will cause significant adverse impacts on the surrounding and area streets. Traffic volumes are moderate at this point and nearby intersections operate at acceptable levels. Travel on arterials will likely be faster and easier than travel on adjacent residential streets. The potential for project traffic cutting through residential neighborhood is minimal. Therefore, based on the findings for anticipated traffic and parking impacts, no conditioning for this issue is warranted.

### Other Impacts

Several codes adopted by the City will appropriately mitigate the use-related adverse impacts created by the proposal. Specifically these are: Grading and Drainage Control Ordinance (storm water runoff from additional site coverage by impervious surface); Puget Sound Air Pollution Control Agency regulations (increased airborne emissions); and the Seattle Energy Code (energy consumption in the long term).

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<sup>6</sup> Refer to footnote 4, p. 35. To be accommodated by SPU parking lots west of the projects.

<sup>7</sup> Section II G Transportation/Circulation and Parking, "Addendum to the Final Environment Impact Statement," January 2003, pp. 28 – 38.

## **DECISION – SEPA**

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist, FEIS Addendum and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW 43.21C), including the requirement to inform the public of agency decisions pursuant to SEPA.

- [X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030(2)(c).
- [ ] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030(2)(c).

## **CONDITIONS - SEPA**

### **During Construction**

The following condition to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. The condition will be affixed to placards prepared by DCLU. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other waterproofing material, and shall remain posted on-site for the duration of the construction.

1. In order to further mitigate the noise impacts during construction, the owner(s) and/or responsible party(s) shall limit the hours of outside construction to non-holiday weekdays from 7:30 a.m. to 6:00 p.m.

This condition maybe modified by DCLU to allow work of an emergency nature or to allow outside construction activity on Saturday between 9:00 a.m. and 4:00 p.m., that produces low levels of noise (e.g. installation of landscaping) by a written request.

2. In order to minimize potential adverse impacts from construction parking, workers are required to park on University owned or leased parking spaces within 800' of the site or to be provided by transit fares to and from the site.

Signature: (signature on file) Date: March 31, 2003  
Colin R. Vasquez, Land Use Planner  
Department of Design, Construction and Land Use  
Land Use Services